

May 15 1884

Merchants' and Travelers'

MEXICAN GUIDE

*Contains all Railway and Steamship Arrivals,
Departures, Distances; Population of Cities,
Towns and Villages; Advices, How, When,
and Where to Ship Goods, List of Free
and Dutiable Goods, &c., &c., &c.*

PRESENTED BY

NAVARRO y MUÑOZ,
Comisionistas Generales,
35 BROADWAY,

Apartado 3536.

NUEVA YORK.

ESTADOS UNIDOS DEL NORTE.

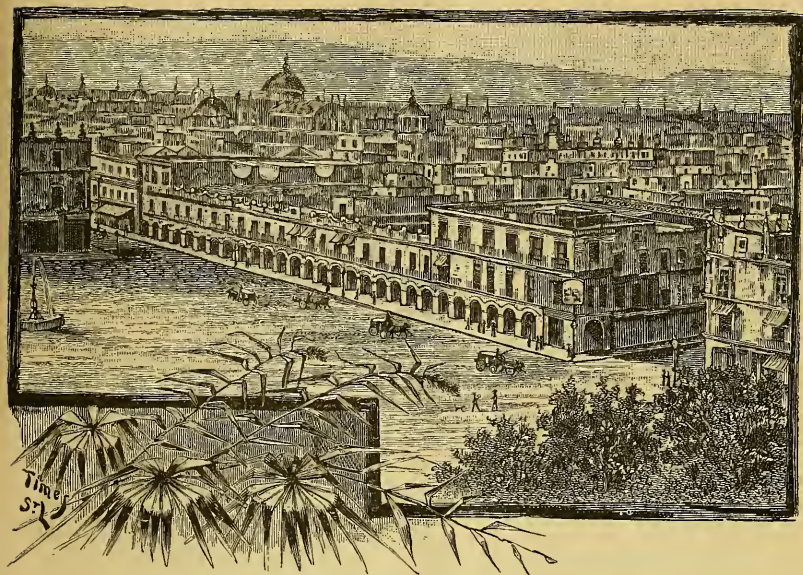
El Ferrocarril de Pensilvania es la Línea,
Mas corta y mas directa entre la ciudad de
México, todos los lugares del Este de los Estados
Unidos y la ciudad de Nueva York.

Para informes respecto á precios dirijase á

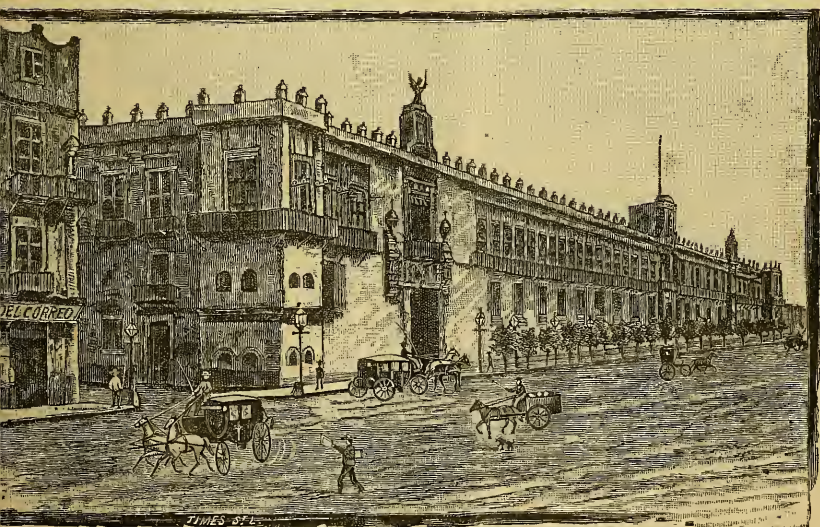
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CITY OF MEXICO.



GOVERNOR'S PALACE, CITY OF MEXICO.

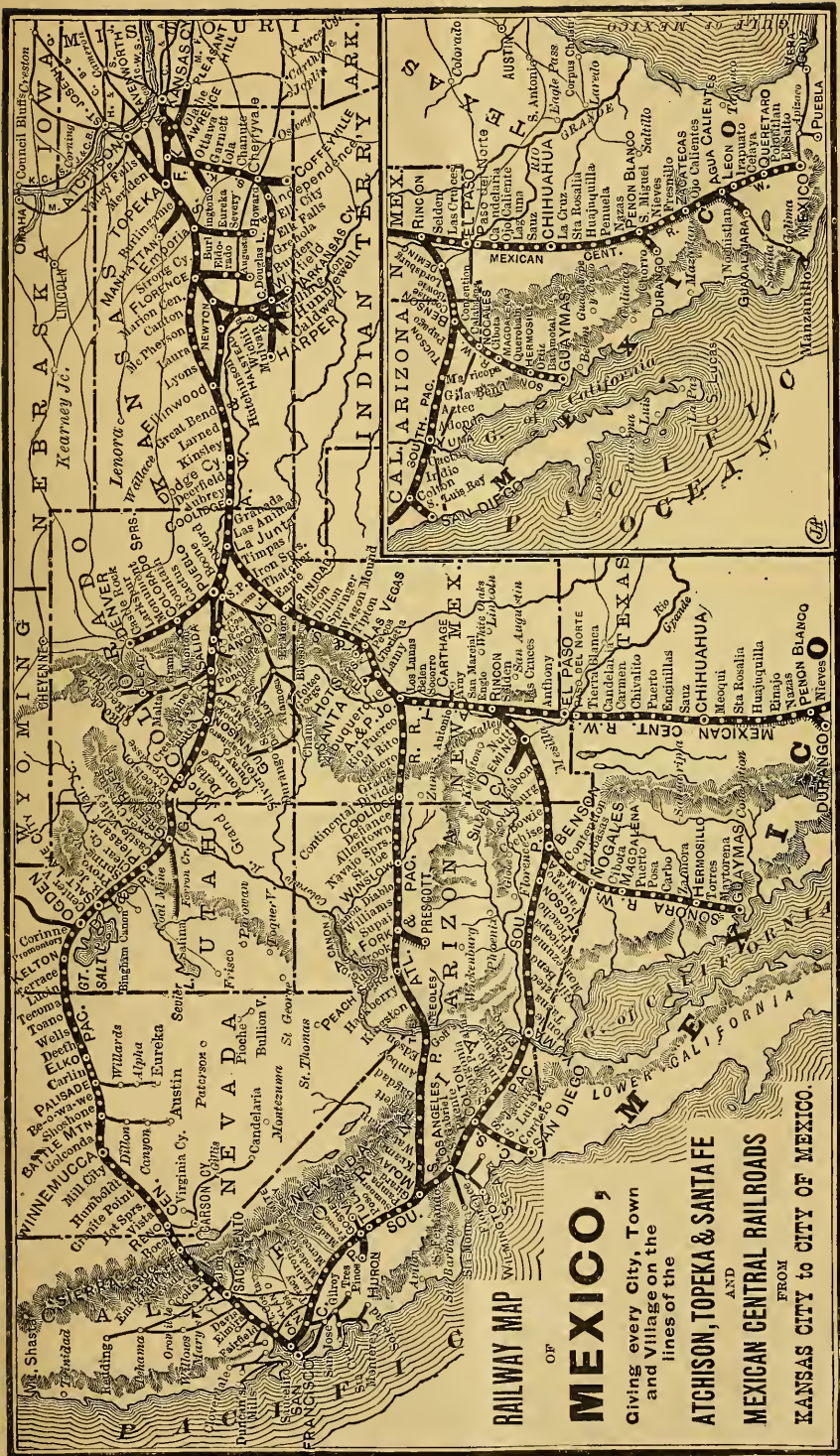
Free Tariff List between Mexico and the United States.

Schedule of Mexican Articles to be admitted Free of Duty into the United States of America :

Animals, alive, specially imported for breeding purposes.	India rubber, crude and milk of.
Barley, not pearl.	Indigo.
Beef.	Ixtle or Tampico fibre,
Coffee.	Jalap.
Eggs.	Leather, old scrap.
Esparto, and other grasses, and pulp, of, for the manufacture of paper.	Logwood, berries, nuts, orchilla and vegetables for dyeing, or used for composing dyes.
Flowers, natural of all kinds.	Molasses.
Fruits—All kinds of fresh fruits, such as oranges, lemons, pineapples, limes, bananas, plantains, mangoes, &c.	Palm or coconut oil.
Goat skins, raw.	Quicksilver.
Henequen, sisal, hemp, and other like substitutes for hemp.	Sarsaparilla, crude.
Hide ropes.	Shrimps and all other shell fish.
Hides, raw or uncured, whether dry-salted or pickled, and skins, except sheep skins with wool on. Angora goat skins, raw without the wool, and asses' skins.	Straw, unmanufactured.
	Sugar, not above No. 16, Dutch standard in color.
	Tobacco in leaf, unmanufactured
	Vegetables, fresh of all kinds.
	Wood and timber of all kinds, unmanufactured, including ship timber.

Schedule of United States Articles to be admitted Free of Duty into Mexico :

Accordions and harmonicas.	The extra or separate parts of machinery and the apparatus that may come united or separately with the machinery are included in this provision, comprehending in this the bands of leather or rubber that serve to communicate movement, but only when imported at the same time with the machinery to which they are adapted.
Anvils.	Metals, precious, in bullion or in powder.
Asbestos for roofs.	Money, legal of silver or gold, of the United States.
Bars of steel for mines round or octagonal.	Moulds and patterns for the arts.
Barrows and hand trucks with one or two wheels.	Naphtha.
Bricks, refractory and all kinds of bricks.	Oats in grain or straw.
Books, printed, unbound or bound in whole or in the greater part with paper or cloth.	Oars for small vessels.
Beams, small, and rafters of iron for roofs, provided that they cannot be made use of for other objects in which iron is employed.	Plows and plowshares.
Coal of all kinds.	Paper, tarred for roofs.
Cars and carts with springs.	Plants and seeds of any kind, not growing in the country, for cultivation.
Coaches and cars for railways.	Pens of any metal not silver or gold.
Crucibles and melting pots of all materials and sizes.	Petroleum, crude.
Cane knives.	Petroleum or coal oil and its products for illuminating purposes.
Clocks, mantle or wall.	Powder, common, for mines.
Diligences and road carriages of all kinds and dimensions.	Quicksilver.
Dynamite.	Rags or cloth for the manufacture of paper.
Fire pumps, engines and ordinary pumps for irrigation and other purposes.	Roof tiles of clay or other material.
Faucets.	Sulphur.
Fuse and wick for mines.	Stoves of iron for cooking and other purposes.
Feed, dry and straw.	Staves and headings for barrels.
Fruits, fresh.	Soda, hyposulphite of.
Firewood.	Steam engines.
Fish, fresh.	Sewing machines.
Guano.	Slates for roofs and pavements.
Hoes, mattocks and their handles.	Sausages, large or small.
Houses of wood or iron, complete.	Teasels of wire, mounted on bands for machinery, and vegetable teasels.
Hoes, common agricultural knives without their sheathes, scythes, sickles, harrows, rakes, shovels, pick-axes, spades and mattocks for agriculture.	Tools and instruments of iron, brass or wood, or composed of these materials, for artisans.
Henequen bags, on condition that they be used for subsequent exportation with Mexican products.	Types, coats of arms, spaces, rules, vignettes, and accessories for printing of all kinds.
Ice.	Vegetables, fresh.
Iron, and steel made into rails for railways.	Wire, telegraph, the destination of which will be proven at the respective custom-houses by the parties interested.
Instruments, scientific.	Wire of iron or steel for carding, from No. 26 and upward.
Ink, printing.	Wire, barbed, for fences and the hooks and nails to fasten the same.
Iron beams.	Water pipes of all classes, materials and dimensions, not considering as comprehended among them tubes of copper or other metal that do not come closed or soldered with seam or with riveting in all their length.
Lime, hydraulic.	Window blinds, painted or not painted.
Locomotives.	
Lithographic stones.	
Masts, and anchors, for vessels large or small.	
Marble in blocks.	
Marble in flags for pavements not exceeding forty centimetres in square and polished only on one side.	
Machines and apparatus of all kinds for industrial, agricultural and mining purposes, sciences and arts, and any separate extra parts and pieces pertaining thereto.	



RAILWAY MAP

OF

MEXICO

giving every City, Town
and Village on the
lines of the

ATCHAFALAYA, TOPEKA & SANTA FE

AND

MEXICAN CENTRAL RAILROADS

FROM

KANSAS CITY TO CITY OF MEXICO.

OFFICIAL.

MEXICAN LEGATION, Washington, D. C.

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 CAYETANO ROMERO, Esq.....SECRETARY.

MEXICAN CONSULATE GENERAL, New York, N. Y.

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JOSÉ QUIÑONES.....CONSUL.

SAN ANTONIO, TEXAS.

PLUTARCO ORNELAS.....CONSUL.

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J. CARLOS MEXIA.....CONSUL.

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JOAQUIN DIAZ PRIETO.....CONSUL.

TUCSON, ARIZONA.

ANTONIO V. LOMOLL.....CONSUL.

—OFFICIAL—

Mexican Carbajal Bonds.

THESE Bonds were issued in 1865 by the Mexican Government, through the house of J. W. CORLIES & Co. of New York, and is the only issue recognized by the said Government. The Woodhouse Bonds are COUNTERFEIT, and will not be paid.

Parties dealing in the above-mentioned Bonds should consult the Mexican Consul-General, who examines them, as the number of counterfeits and stolen Bonds is very large.

MEXICO.

CHIHUAHUA, the capital of the State of the same name, is a beautiful city of 20,000 people. There is a great deal of wealth and refinement in Chihauhau, this city being the center of a rich mining, agricultural and stock-growing country, and its magnificent cathedral is one of the most imposing edifices on the continent. From Chihauhau the road runs along the central plateau, through mountain passes and among fertile valleys, with every variety of landscape. Immense herds and flocks graze beside the track, while the agriculture is of that diversified character only possible where the products of the tropic and temperate climate may be grown in the same field.

DURANGO, a city of about 30,000 people, is not located directly on the main line of the Mexican Central, but lies a short distance westward, and is easily reached by stages from the railroad.

SOMBRETE, with its colleges and mines and a population of 20,000, is an interesting point on the route.

FRESNILLO, the junction of the Northern and Southern divisions of the Mexican Central Railroad, has about 28,000 inhabitants and is also engaged extensively in silver mining.

ZACATECAS is the next point of importance. Its population is 64,000. Telephonic and telegraphic service and the electric light—which illumines the plaza—are significant evidences that this interior city in the heart of Mexico has begun to feel the influence of that great tide of immigration from the United States which is sure soon to sweep over Mexico and break on the borders of the Central American States beyond. The mines of Zacatecas have produced, with the primitive method of mining not yet entirely discarded in Mexico, about \$1,000,000,000.

AGUAS CALIENTES, population 35,000, is situated in an agricultural country of great fertility and is also noted for its hot springs.

SAN LUIS POTOSI lies a short distance east of the main line on a projected branch to Tampico, on the Gulf of Mexico, but is now reached by stages from the railroad. It contains 45,000 people and is spoken of as the most beautiful city in the Republic of Mexico.

GUADALAJARA, located on a branch projected through that point to San Blas, is readily accessible by stages and other conveyances. Population nearly 100,000. A place of enterprise and thrift and one of the principal manufacturing centers. The State of Jalisco, of which Guadalajara is the capital, is probably the richest agricultural district on the route. Other cities of importance in this State are—

LAGOS, with a population of 20,000.

CIUDAD DE GUZMAN, 25,000.

SAYULA, 16,000.

GUANAJUATO, the capital of the State of the same name, has a population of 71,000. Agriculture of a very diversified character is successful there, but at the same time this little State is credited with the richest and most extensive ore deposits in the world.

LEON, on the line of the Mexican Central, has a population of 82,000.

CELAYA, in the same State of Guanajuato, is said to contain 30,000 people.

QUERETARO, the scene of the downfall and execution of Maximilian, is located on the Mexican Central and has a population of 50,000. The State of Hidalgo contains a number of populous towns, among which are—

PACHUCA, the capital, with 25,000 inhabitants. The State of Mexico formerly included what is now the federal district. This State is both an agricultural and mining country and has a population of 710,500. Toluca, the capital, has a population of 11,376.

THE CITY OF MEXICO was a seat of art, science and commerce long before the Spanish conquerors reached the shores of the new world. It is situated in the center of the great valley of Mexico, which measures forty-five miles long and thirty-one miles wide. Its elevation above the sea is 7,420 feet, which gives it a climate of remarkable uniformity, the range of the thermometer being from 50 to 70 deg. F. The rainy season begins early in June and continues until September, showers occurring usually in the afternoons and nights. Population 300,000.

WHAT TO EXPECT.

The tourist may expect to find elegant accommodations *en route*, good hotels in the principal cities, a charming climate, hospitable people, and more that is really novel and interesting than could be found in a trip to Paris or Constantinople. He is invited here into no beaten path, but a country heretofore the most isolated and remote, on account of the lack of transportation, is suddenly thrown open and made accessible by a magnificently-equipped railroad running from the Rio Grande to its ancient capital.

The prospector in search of an opening for business may expect to find a country of comparatively undeveloped but great natural resources. Mexico has long maintained the rank of the greatest silver-producing country in the world, yet her mines have never received anything but the most primitive development. Agriculture of the most diversified character has been carried on in the same way. While the country is capable of producing the raw materials in greater variety than almost any other, the manufacturing interests are unimportant as compared with the great advantages offered. A more promising field for the operations of American capital and enterprise was never opened. What is needed is the introduction of American methods in mining and treating the ores; improved machinery in manufactures; improved methods and machinery in agriculture; improved grades of sheep and cattle, and these with the already acquired railway service and the infusion of American enterprise and energy, are the elements Mexico has waited for so long and now welcomes most heartily.

COMMERCE WITH MEXICO.

**Customs on Freight—Provisions for Bonded Warehouses—Freight to Pass the Frontier and Duties be Collected at Destination—
Examination of Passengers' Baggage.**

ARTICLE 1.—Goods imported by the railway trains authorized to make the international traffic with this Republic, through Matamoros, Camargo, Mier, Guerrero, Nuevo Laredo, Piedras Negras, Paso del Norte, Nogales and other frontier customs already established, or that may be established in future, may come from the place of their origin or from the place where the train started, consigned to any of the above mentioned customs, or to Ciudad Victoria, Monterey, Saltillo, Chihuahua, Mexico and other cities that the Government may determine, to be there cleared.

ART. 2.—Said goods shall be subject to the payment of import duties, according to the tariff, only when they be interned into the Republic; but shall be exempt from said payment while they remain in the fiscal or private warehouses at Matamoros, Camargo, Mier, Guerrero, Nuevo Laredo, Piedras Negras, Paso del Norte and Nogales, and the goods which may be sold for consumption in the above mentioned localities, and to supply the towns of all that frontier line, in a longitudinal direction, and as far as the limit of the respective municipal jurisdictions toward the interior of the country, shall also be exempted. But this exemption does not hold good as regards the 1.37 per cent. municipal duty, and the impost on packages, which shall be paid at once.

ART. 3.—Goods imported through the different places of the frontier line, and consigned to said places, respectively, and all goods in transit, before reaching Ciudad Victoria, Monterey, Saltillo or Chihuahua, shall be precisely cleared at the frontier custom-house through which they come into the national territory. Said goods shall enjoy the franchises mentioned in Art. 2. as regards merchandise destined for consumption within the limits therein mentioned; but all goods destined beyond said limits, for internation, without reaching the custom-houses specified for clearance, shall pay at once, at the custom-house through which they have entered into the national territory, all the duties to them assigned by the tariff.

ART. 4.—Goods coming from Europe or some other country, with their corresponding consular invoices, shall be allowed to pass as those coming from the United States; but the Mexican Consul at the American city where the goods may have been shipped shall have to legalize said invoices, and expression shall be made therein of the train and cars or wagons which are to take said goods.

ART. 5.—Goods already imported through the frontier customs for internation, shall pay, in said customs, their corresponding duties, or these

duties may be paid at those customs where they may be consigned; but in either case said goods shall be subject to a new and final verification at the custom-house where the clearance is to be made.

ART. 6.—All goods that may be introduced into the fiscal warehouses of the maritime, frontier and clearance custom-houses in the Republic shall be subject to the payment of two cents per day for each thirty cubic centimeters for storage from the day of their introduction into said warehouses, to the day inclusive, on which they may be taken out; excepting those cases in which, in compliance with some judicial or administrative resolution, said goods may be detained therein; and in such a case, no storage shall be charged from the day on which that resolution be given, provided the final judgment be favorable to the interested parties. But in case the judgment be adverse, then the storage shall be paid in full, a discount of ten per cent. being allowed after the first thirty days of the goods having been stored.

ART. 7.—The word "storage" means the fact of the goods being in an enclosed place and under the care of the revenue officers or keepers of the warehouse. No storage shall be paid and no responsibility whatever shall be incurred upon by the collectors of customs when the goods may remain in the open air, out of enclosures, on the wharves, public squares or on the public highroad, as may be the case when there is no time or no proper locality to store said goods, or owing to the interested parties having had no time to clear them.

ART. 8.—The documents required for the import and internation of goods, as above specified, shall be, besides the manifests ordered by the general tariff of customs, one consular invoice for the Department of the Treasury; a copy of the same for the frontier custom-house through which the goods are to be introduced into Mexican territory; a third copy for the clearance custom-house, and a fourth copy for the expeditors or interested parties. The least substantial difference from one of these copies with the other, detected by the Department of the Treasury or by the officers of the custom-house of entry, shall be punished with a fine of from \$100 to \$1,000 for each one of them, and said fine shall be made payable by the respective, custom-house collector or by the Department of the Treasury, as the case may be.

ART. 9.—All goods that may be found outside the limits marked in article 2 of the present law, not covered by the respective *guias* or fiscal documents, shall incur the penalties determined by the general tariff.

ART. 10.—It is hereby permitted to re-export all goods that may exist in deposit in warehouses, under bond, and said bond may be canceled by the simple fact of said re-exportation; but, as regards goods having already paid their duties, no bonification of said duties shall be made.

ART. 11.—The different railway companies, as well as the merchants or persons importing goods, shall furnish general and ample bonds, sufficient to cover their responsibilities for all fines and pecuniary penalties that may be incurred by them for violations of the present law. The bonds to be furnished by the railway companies shall be to the entire satisfaction of the Department of the Treasury, and those to be furnished by the merchants or persons importing goods shall be to the entire satisfaction of the collectors of customs. Those persons having furnished no general or ample bond shall furnish a special one in each case, or shall have to pay the fine at once.

ART. 12.—The reimport of national products shall be free of every duty, whether they be shipped by national or foreign vessels to ports in the United States, or by American railways, or other means of transportation, through the territory of that country and destined to any maritime or frontier custom-house in the republic. To profit by this concession, the regulations that the Executive shall establish on this subject must be complied with.

ART. 13.—Permission is likewise given for the transit of foreign goods which, either coming by land or by sea from any foreign port, may be shipped by the international railways in Mexico and destined to some place in the United States or in some other foreign country, provided that the regulations that the Executive shall establish on the subject shall be complied with.

ART. 14.—Fraction 7 of article 107, chapter 25 of the tariff, which grants the right of withdrawing from the frontier custom-houses the quantity of goods or merchandise that it may suit the interested parties, is hereby

modified; and said parties shall pay the excess of customs dues on the \$30 which the above-mentioned law allows them free.

ART. 15.—Goods included in the free list of the tariff may be transported covered by a simple “pass,” after their importation has been made.

ART. 16.—The documents covering merchandise proceeding from any entry custom-house shall be returned under sealed letter, certified by the custom-house where they may be cleared to the custom-house where they came from; and this shall be done within the time and according to the provisions of the regulations for the present law; fraction 3, article 85, chapter 19, of the tariff being thus modified.

ART. 17.—Passengers’ luggage, when coming in the same train, remains subject to the provisions of the tariff and of the regulations for the present law.

GOODS USED IN MEXICO.

THE articles which we are exporting to Mexico are as follows: Acids, agricultural implements, live animals, beer, ale and porter, billiard tables, blacking, books, pamphlets, brass goods, breadstuffs, brooms, brushes, candles, carriages, railway cars, clocks, coffee and spices, coal, combs, copper, cordage, raw cotton, cotton piece goods, dry fancy gent’s furnishing goods, jewelry, millinery, clothing, furs, etc., drugs, chemicals, earthen and chinaware, fancy articles, fruit (green and preserved), glass and glassware, hats and caps, hemp manufacturers, hides and skins, kips, india-rubber goods, iron manufactures, steel manufactures, lead manufactures, leather manufactures, lime and cement, musical and scientific instruments, matches, naval stores, oil, ordnance stores, paintings, paper and stationery, perfumery, plated ware, printing presses and types, provisions, quicksilver, rice, scales and balances, seeds, sewing machines, soap, spirits, starch, steam fire engines, sugar (refined), candles, oil, tallow, tinware, tobacco, trunks and valises, varnish, watches, wearing apparel, wine, woodenware, machinery and tools, carpets, harness, furniture, light and heavy clothing, wire fence, portable houses, etc., etc. The direction in which large gains are to be made is in the articles which Mexico imports from Europe. The great bulk of the trade which Mexico has with England is in cotton goods. Changes of an economic rather than of a political character are going on, which are destined to enlarge our commercial intercourse with Mexico. In the first place, we are manufacturing many articles which the Mexicans prefer to those imported from Europe, either because of their greater cheapness or adaptability. In the next place, our railroads will bring the two Republics under the same transportation system.

The greatest demand for American manufactured goods comes from the white and mixed races, which constitute the wealthy and middle classes. Some of the business houses in the large cities have branch establishments in several cities, and are worth many millions. These classes wield the power of the Republic, and to-day are anxious to have brought to their doors that business energy and material progress that will give them the comforts and luxuries, as well as the business facilities, enjoyed in Europe and the United States.

A large proportion of the wholesale trade, however, is in the hands of German, English, and French houses, who have been struggling to obtain the control, and have battled with each other until the Germans have obtained the ascendancy. At present the greater proportion of the wholesale trade is under the control of a powerful ring of German importers and merchants, although a good proportion of the wholesale trade is yet in the hands of old Spanish and Mexican merchants, who are looking to the United States for a large future trade.

The native races, or Indians, constitute almost exclusively the laboring classes of the Republic, and the assertion that they do not consume foreign goods is not borne out by the facts, although the manufacturing industry in Mexico to-day is by no means insignificant. There are over 80 cotton factories, which produce mostly a brown, coarse cotton, locally known as mantas, not a little of the raw material for which is imported from the United States. In fact, over 31,000 bales of cotton annually are exported to Mexico from the United States. Although some 4,000,000 pieces of 33 yards each per annum are produced by the Mexican manufacturers, and 15 print works that turn out annually 600,000 pieces, and 20 woolen mills that produce annually 5,000,000 pieces of cassimere and

woolen cloth, and only one stereotype foundry—still Mexican manufacturers are unable to supply the home demand, and the American cotton goods, cloths, blankets and calicoes, on account of their better designs and greater durability, are being preferred.

The British, German and French manufacturers buy their raw material in the United States, carry it across the Atlantic, manufacture it into calicoes and woollens, and then ship it across the ocean to Mexico, and undersell our manufacturers. The cotton goods of coarse texture are sized to such a degree that the finish completely disguises the quality, until a soaking rain reduces the fabric to the condition of a straining cloth. Here the durability of the American goods makes a revelation to the Mexican that he has been swindled, and the result is but natural.

Along the Rio Grande and Central and Southern Mexico, the Mexicans are becoming large buyers of nearly every class of American goods in preference to European.

MEXICAN TARIFF AND TRADE REGULATIONS.

It will repay our merchants to examine carefully the following facts in connection with the list of goods mostly exported from the United States to Mexico. The duties thereon are calculated by the French standard of weights and measures. A metre is 39 inches, a kilogram is $2\frac{1}{2}$ pounds. The figures enclosed in parenthesis is an additional charge per 100 kilograms, gross weight, imposed by the law of June 25th, 1881.

Wine, white, of all kinds, in bottles or demijohns, without allowing breakage, kil. net wt. (50 cts).....	\$0.29
Wine, white, of all kinds, in wooden vessels without allowing leakage, kil. net wt. (50 cts).....	.19 $\frac{3}{4}$
Wine, claret, all kinds, in bottles or demijohns, without allowing breakage, kil. net wt. (50 cts).....	.18 $\frac{1}{2}$
Wine, claret, all kinds, in wooden vessels, without allowing leakage, kil. net wt. (50 cts).....	.11 $\frac{1}{2}$
Wines, medicinal, all substances and authors, kil. net wt. (50 cts)...	1.00
Liquors in bottles or jars, without allowing breakage, kil. gross wt., .23 and .08 additional net, (50 cts).....	
Acids of all kinds, either gaseous or liquid, kil. net wt., including inside packing, (50 cts).....	.25
Acids, powdered or in glass vessels, kil. net wt., including inside packing, (50 cts).....	1.00
Billiard tables of any material, not including cloth, upon appraisalment, 55 per cent.	
Billiard balls, kil. gross wt. (50 cts).....	3.72
Billiard sticks and caps, kil. gross wt. (50 cts).....	.43
Books, bound in velvet, shell, tortoise, ivory or metal, kil. gross wt. (50 cts).....	1.15
Blankets, cotton, plain or stamped, square metre, (50 cts).....	.48
Blankets, wool, not stamped or figured, square metre, (50 cts)....	.96
Blankets, cotton and wool mixed in-average proportion, plain or stamped, square metre, (75 cts).....	.72
Brushes, scrubbing, shoe blacking and horse cleaning, gross wt. (50 cts).....	.19
Brushes for table, clothing, hair, teeth, nails and hats, set on wood, bone, horn, or gutta percha, gross wt. (50 cts).....	.29
Same, set on ivory, shell, tortoise, or gilded or silver plated metal, gross wt. (\$1.00).....	.86
Bags and sacks, ready-made, common, of any material, upon appraisalment, 55 per cent. (50 cts).....	
Clocks, fine, not gold or silver, gross wt. (\$1.00).....	.86
Clocks, common, with or without wooden box, gross wt. (75 cts)...	.29
Coffee, net wt. (75 cts).....	.10
Cloves and spices, net wt. (50 cts).....	.60
Cotton, ginned, gross wt. (50 cts).....	.07
Cotton, seed, gross wt. (75 cts).....	.02
Curry-combs and iron combs, gross wt. (50 cts).....	.19
Codfish, dried or smoked, and any other fish prepared in the same manner, net wt. (75 cts).....	.10
Combs, Chinese cane, all kinds, gross wt. (\$1.00).....	.23

Combs, ladies' varnished iron, horn, gutta-percha, bone or wood, with or without common metal, gross wt. (50 cts).....	\$0.29
Cloth, all kinds and colors, with woolen base and woof, plain, figured or striped, square metre, (75 cts).....	1.56
Cotton goods, common, white and colored, square metre (\$1.00)...	.09
Cotton goods, white and colored, not embroidered or perforated, square metre (50 cts).....	.16
Cotton goods, plain, brown, unbleached, square metre (50 cts)....	.09 ¹⁰ / ₁₀₀
Cotton goods, bleached or unbleached, serged or twilled, square metre (50 cts).....	.16
Cotton goods or textures, white or colored, embroidered or perforated, square metre (\$1.00)19
Thread, per doz. (\$1.00).....	.20
Cassimeres and similar woolen goods, square metre (\$1.00).....	.80
Carriages, open and coupés, each (50 cts).....	176.00
Coaches, phaetons, landaus, each (50 cts).....	396.00
Buggies, each (50 cts).....	132.00
Sulkies, each (50 cts).....	33.00
Wagons, each (50 cts).....	66.00
Harness for carriages, fine, kil., gross wt. (75 cts).....	2.00
Harness for wagons, ordinary, kil., gross wt. (75 cts).....	.86
Furniture, 55 per cent. <i>ad valorem</i> , (50 cts).....	
Pianos, kil., gross wt. (75 cts).....	.43
Drugs, medicines, natural and chemical products, and vessels and commodities used therefor, not specified in tariff, 88 per cent. <i>ad valorem</i> (\$1.00).....	
Earthenware and porcelain, except those specified, and toys, gross wt., without allowing breakage, (50 cts).....	.14
Same, ornamented with white or yellow metal, (75 cts).....	.29
Flour, kil., net wt. (50 cts).....	.10
Wheat, kil., net wt. (50 cts).....	.04
Barley, kil., net wt. (50 cts).....	.03
Rice, kil., net wt. (50 cts).....	.07
Hops, kil., net wt. (50 cts).....	.18
Hams, smoked, net wt. (50 cts).....	.25
Meats, salt and smoked, net wt. (50 cts).....	.24
Lard, kil., net wt. (50 cts).....	.18
Butter, kil., net wt. (50 cts).....	.24
Cheese, kil., net wt. (50 cts).....	.14
Candles, tallow, gross wt. (50 cts).....	.08
Candles, stearine, gross wt. (50 cts).....	.19
Candles, paraffine, gross wt. (50 cts).....	.38
Crackers, gross wt. (50 cts).....	.12
Canned fruit, cans included, net wt. (50 cts).....	.50
Canned meats and fish, cans included, net wt. (50 cts).....	.72
Pickles, jars included, kil., net wt. (50 cts).....	.48
Soap, toilet, kil., gross wt. (75 cts).....	1.15
Soap, common, kil., gross wt. (50 cts).....	.15
Glass, common, kil., gross wt. (50 cts).....	.24
Gunpowder, kil., gross wt. (75 cts).....	2.00
Nails of all kinds, iron, kil., gross wt. (50 cts).....	.12
Tools, iron, steel and wood, kil., gross wt. (50 cts).....	.19
Clothing, ready-made, all kinds, per suit (\$1), 132 per cent.....	
India rubber clothing, kil., gross wt. (75 cts).....	1.43
India rubber shoes, etc., kil., gross wt. (50 cts).....	.43
India rubber cloth, for tables, kil., gross wt. (50 cts).....	.29
Oil-cloth, for floors, kil., gross wt. (50 cts).....	.29
Leather boots, yellow, dozen (\$1).....	16.50
Leather boots, calf or morocco, dozen (\$1).....	27.00
Leather shoes, common, men's, dozen (\$1).....	7.00
Leather shoes, fine, men's, dozen (\$1).....	16.50
Leather shoes, women's, dozen (\$1).....	10.00
Leather shoes, women's, common, dozen (75 cts).....	5.50
Carpets, two and three-ply, square metre (\$1).....	.80
Carpets, Brussels, square metre (\$1).....	.97
Carpets, velvet, square metre (\$1).....	1.40
Cocoa matting, kil., gross wt. (50 cts).....	.16
Vinegar, barrels, kil., net wt. (50 cts).....	.05

Vinegar, bottles, kil., net wt. (50 cts).....	\$0.10
Whisky, barrels, kil., net wt. (50 cts).....	.37½
Whisky, bottles, net wt. (50 cts).....	.46
Beer, barrels, kil., net wt. (50 cts).....	.10½
Beer, bottles, kil., net wt. (50 cts).....	.21
Petroleum, cans included, kil., net wt. (50 cts).....	.09
Resin, kil., gross wt. (50 cts).....	.25
Tar, kil., gross wt. (50 cts).....	.03
Salt, kil., gross wt. (50 cts).....	.05
Potatoes, kil., gross wt. (50 cts).....	.02
Onions, kil., gross wt. (50 cts).....	.02

NOTE—Since May 15th, 1884, an additional duty of 5 per cent. has been added to all importations.

FREE LIST.

Articles exempt from import duties at the Maritime and Frontier Custom Houses of Mexico, as revised in accordance with the law of 1st of June, 1880, and also with the law of June 25th, 1881.

ART. 16.—The following articles are exempt from duties on their importation into the Republic, exempt in amounts as follows:

	<i>Gross Weight per 100 kils.</i>
1.—Armament for the States, provided that the exemption be solicited from the Executive of the Union, by the Governors, with the consent of their respective Legislatures.....	
2.—Telegraph wire, the destination of which must be accredited at the maritime custom-houses, by the respective parties interested.....	
3.—Wire, of iron or steel, for carding, from No. 26, upwards.....	50
4.—Alabaster in the rough.....	50
5.—Animals of all kinds, alive or stuffed, for cabinets of Natural History—with the exception of gelded horses.....	50
6.—Ploughs and ploughshares.....	50
7.—Masts and anchors for large or small vessels.....	50
8.—Oats, in grain or in the straw.....	50
9.—Quicksilver.....	50
10.—Sulphur.....	50
11.—Steel crowbars for mines, cylindrical or octagon, from 4 to 6 centimeters in diameter and from 75 to 175 centimeters in length.....	50
12.—Fire engines and <i>common pumps</i> of all classes, and materials for irrigation and other purposes.....	50
13.—Hoes, “machetes” [common chopping knives for sugar cane] without sheaths, scythes, sickles, rakes, harrows, spades, shovels, picks and pickaxes for agricultural purpose.....	75
14.—Hydraulic lime.....	50
15.—Tubing of all classes, materials and dimensions, without considering as comprised in this exemption, copper tubes or those of other metals that do not come soldered or closed with joints or rivets in their whole length, which shall be subject to the payment of duties, according to the material.....	50
16.—Cardclothing of wire, in sheets for machinery and sheep cards..	50
17.—Wheelbarrows, hand, of one and two wheels, and hods.....	50
18.—Crucibles of all materials and sizes.....	50
19.—Railway cars, coaches and wagons.....	
20.—Coal of all kinds.....	
21.—Collections, mineralogical and geological, and of all branches of Natural History.....	
22.—Houses of wood or of iron, complete.....	
23.—Whalebone, unmanufactured.....	50
24.—Designs and models of machinery, buildings, monuments and ships or vessels.....	50
25.—Staves and heads for barrels.....	50
26.—Vessels, ships, boats, etc., of all classes and forms, in their naturalization or for sale, or on their introduction for navigating the bays, lakes, canals and rivers of the Republic.	

(Continued on page 14.)



MEXICAN BUYER AND TRAVELER'S

MAP AND GUIDE

TO THE MANUFACTURERS

ALONG THE LINE OF THE

PENNSYLVANIA RAILROAD

AND ITS CONNECTIONS.

RAILWAY TRAVEL

Trains for Mexico and all Way Stations leave El Paso 6.30 p. m., via Mexican Central R. R., arriving First Class, \$111.25; Second Class, \$86.70; Third Class, \$74.10. Trains from Kansas City, Mo., leaving time, 48 hours; total time, 120 hours. Pullman Palace and Sleepers on all Trains. Passengers leave the 6.30 p. m. Train from El Paso for Mexico. Time and fare the same as above. Mexico to Sil and Lerdo, via M. C. R. R., leave 8.45 a. m. Total distance, 838 miles. Leave Corpus-Christi, Monterey and El Salado, 7.30 a. m. Total distance, 323 miles. Leave, via same road, Matamoros Road, 6.30 a. m. Distance, 251 miles. Leave Acambaro for Morelia, via same Road, 5 p. m. Distance, 263 miles. Leave Mexico for Vera Cruz, via V. C. M. R. R., 6 a. m. Distance, 263 miles.



27.—Iron and steel, manufactured into rails for railways.....	
28.—Fruit and vegetables, fresh, with the exception of those specified in the schedule of duties.....	\$0.50
29.—Guano.....	50
30.—Ice.....	50
31.—Hyposulphate of Soda.....	50
32.—Corn and meal, made from maize, and handmills for grinding it.....	50
33.—Instruments, scientific.....	1.00
34.—Books, printed, bound or unbound.....	1.00
35.—Firewood.....	50
36.—Bricks and clay, refractory.....	50
37.—Type, letter, gussets, spaces, lines, vignettes and every kind of printing type.....	50
38.—Boxwood.....	50
39.—Timber, common, for construction.....	50
40.—Maize, Indian Corn.....	50
41.—Maps and globes.....	1.00
42.—Machinery—I. Machines and apparatus of every kind adapted to industrial purposes, to agriculture, mining and the arts sciences, with their separate and duplicate parts.....	50
II. Loose pieces of machinery and apparatus, coming together with or apart therefrom, are included in this exemption but this exemption does not comprise the leather or rubber belting that serves for communicating motion, when it is not imported at the same time as the machinery to which it is to be applied.....	1.00
III. Those articles of which a separate use can be made, distinct from the machinery or apparatus, such as pig iron, hoop iron in bars or rods, stuffs of woolen or other material and tanned or untanned leather, even when they come jointly with the machinery, shall be subject to the payment of duties, in accordance with the rates of the respective Tariff.	
43.—Steam engines and locomotives, iron or wooden sleepers, and the other accessories for building railways.....	
44.—Marble in the rough and in slabs of all dimensions for floors or pavement.....	50
45.—Fuse and matches for mines.....	50
46.—Ores of precious metals, in bulk or in powder.....	50
47.—Moulds and patterns for the arts.....	50
48.—Legal coin of silver or gold of all nations.....	1.00
49.—Coins—Collections of—of all classes.....	50
50.—Natural History—Specimens of—for museums and cabinets...	50
51.—Fodder—dry, in the straw.....	50
52.—I. Plants and seeds for the improvements of agriculture exceeding 115 kilograms of each kind of seed.....	50
II. In order that the seeds be comprised in this exemption, it must be expressed in the respective Consular Invoices, that they are imported for the improvement of agriculture.....	
53.—Lithographic Stones.....	50
54.—Slates for roofing and floors.....	50
55.—Powder—common, for the use of mines and dynamite for the same purposes.....	50
56.—Vaccine matter.....	50
57.—Oars for boats and barges.....	50
58.—Common salt, imported through “Paso del Norte”.....	50
59.—Saltpetre.....	50
60.—Sulphate of copper.....	50
61.—Anvils for silversmiths.....	50
62.—Printing Ink.....	50
63.—Type, wooden, and other materials for lithography.....	50
64.—Rays of all kinds for manufacturing powder.....	50
65.—Joists, of Iron for roofs, provided no use can be made of them for other purposes in which iron is employed.....	50
66.—Anvils, Blacksmith's.....	50

Formerly the Federal Government of Mexico had four or five additional duties, but these have all been consolidated into the tariff (which is one

cause of its high rate), and one other duty paid to the custom-house in Mexico City of two per cent. on the tariff rate when the goods are shipped to Mexico City. There exists also a municipal and State duty on foreign goods, so that when the goods are landed at Vera Cruz they pass through the custom-house and pay the tariff, then another tax is laid upon them by the municipality when they leave Vera Cruz. All foreign goods must be passed regularly through the custom-house at Vera Cruz, when consigned to Mexico City by way of Vera Cruz. Upon their arrival in Mexico City, the goods have to again go through the custom-house in that city, the packages subjected to another opening, the local tax to be paid, and more charges for stamps, stevedores, etc. In spite of all this annoyance the merchants find the trade very profitable. It may be well to note that there is no bonded warehouse system under the Mexican tariff laws, and hence all goods must pay the duties when imported, one month being the time allowed for adjusting all questions of difference and payment.

Before the goods are shipped: 1st. Consult the Mexican Consul at your port on the regulations, and follow his instructions to the letter carefully, obtaining the forms to be filled out from him. 2d. Invoice the goods, procuring the Mexican Consul's authentication to the same, or in the absence of a consul or vice-consul, authentication by two responsible merchants. 3d. Manifest the goods with one or the other above specified authentications. 4th. Obtain the Mexican Consul's receipt, when it can be obtained, on separate paper, for the fees paid on authentication, invoice and manifest. 5th. Send all documents with the goods to whoever is to conduct the entry of the goods into Mexico. 6th. See that the manifest is made in triplicate and contain an exact detail of quantity, kind, quality and value of everything in the cargo to be entered. Unless this rule is strictly complied with a heavy fine will be incurred. 7th. In packing the goods, put each class as classified by the tariff in separate packages, those calculated by net weight of a certain specified value in one, those by gross weight in another, and those by square metre in another, and those by *ad valorem* in another, and when different rates are attached to different kinds of merchandise, whether appraised by net or gross weight, or square metre or *ad valorem*, place the goods with the same tariff rates in their respective packages, classifying the respective goods by values of rates as well as by the manner of appraisement. The classification by value is as necessary as the others, from the fact, that when different classes of values are packed promiscuously, the appraisement will be made upon the whole package at the rate corresponding to the highest rate of any article contained therein. 8th. In packing goods to be appraised by square metre, every package should contain the same number of yards. This will save the opening of packages, and the calculation can be made much easier for the invoice.

TRADE WITH MEXICO.

To thoroughly understand the present prospect of trade with Mexico outside of her promise of future development, it will be well to note the following facts:

In 1876, Antonio Garcia Cubas, one of the most reliable of Mexican writers, summed up the population of Mexico at 9,495,157, as the census of 1875, of which 20 per cent. were of the European race and nearest descendants of the Spaniards, or 1,899,031. Of the remaining population 43 per cent. were of the mixed race, or 4,082,918; and 37 per cent. of the native Indian race, or 3,513,208.

Within the last seven years the population has increased considerably, and especially within the last two years, the increase being through colonies and the natural development arising from the unexampled progress made in railroad building. The population of some of the larger cities are as follows: The City of Mexico, 280,000, which is larger than Rome in Italy, which has 244,484, or Lisbon with 253,000; San Luis Potosi 45,000; Puebla 76,817; Leon in the State of Guanajuato, 100,000; Guanajuato 63,000; Guadalajara, 93,875; Toluca, 11,376; Colima, 31,774; Zacatecas, 62,000; Merida, capital of the State of Yucatan, 56,000; Aguas Calientes, 35,000; Morelia, 25,000; Campeche, 26,000; Saltillo, 17,000; Chihuahua, 18,000; Durango, 22,000; Pachuca, 15,000; Mazatlan, 13,000; Oaxaca, 26,708; Queretaro, 43,000; and Tlaxcala, 36,463. It may be seen from the foregoing that the cities and towns of Mexico will compare favorably with other nations, and that she is almost as thickly settled in proportion to the extent of her territory as the United States, since the latter has only

13.91 inhabitants to the square mile, while Mexico has about 12.21 inhabitants to the square mile.

MONEY, WEIGHTS AND MEASURES.

The Money, Weights and Measures of Mexico are as follows:

The money consists of gold, silver and nickel.

The gold coins are \$20 and \$16 pieces, and are worth in U. S. gold, \$19.65 and \$15.65.

The silver consists of the dollars, halves, quarters, dimes and half-dimes.

The silver dollar is worth 86c.

WEIGHTS AND MEASURES.

The Arroba	{ For Wine.....	= 3½ Imperial Gallons.
	“ Oil.....	= 2¾ “ “
“ Square “ Vara”.....	= 1.09 Vara = 1 Yard.	
“ Farrega.....	= 1½ Imperial Bushels.	

Mexico has lately adopted the Metric System of Measures in connection with the above.

METRIC SYSTEM.

The following are the Approximate Values:

1 Metre.....	is equal to 3 Feet 3-10ths of an Inch.
1 Decimetre.....	= 4 Inches.
5 Metres.....	= 1 Rod.
1 Kilometro.....	= 5 Furlongs.
1 Square Metre.....	= 10¾ Square Feet.
1 Hectare.....	= 2½ Acres.
1 Cubic Metre.....	= ¼ Cord.
1 Litre.....	= 1 Quart.
1 Hectolitre.....	= 2½ Bushels.
1 Gramme.....	= 15½ Grains.
1 Kilogramme.....	= 2 1-5 Pounds.

TELEGRAPH RATES.

BETWEEN MEXICO AND THE UNITED STATES OF AMERICA, FOR 10 WORDS.

From the U. S. A. to El Paso, Texas.....	\$1 50
“ “ Paso del Norte, Mexico.....	1 25
“ “ Chihuahua, Mexico, via El Paso, Texas.....	1 75
“ “ “ Galveston, Texas.....	4 10
“ “ Zacatecas, Mexico.....	4 10
“ “ City of Mexico.....	4 10

And 37 cents for every extra word over 10 words.

POSTAGE TO MEXICO

FROM THE UNITED STATES OF AMERICA.

Every ½ Ounce (Letter Postage).....	5 Cents.
Postal Cards, each.....	2 “
Registering Letters, extra.....	10 “
Samples of Goods, per Ounce.....	1½ “
Newspapers or Printed Circulars (open), per Ounce.....	2 “

AGENCIA DEL

Banco de British North America,

No. 52 WALL STREET, N. Y., U. S. A.

Agentes en New York del “London Bank” de México y la América del Sur.

Se compran y se venden giros de libras esterlinas y se hacen transacciones por el cable. Se giran letras á la vista sobre Escocia é Irlanda.

CARTAS DE CRÉDITO estipuladas en libras esterlinas válidas en todas partes del mundo. CRÉDITOS COMERCIALES sobre Europa, China, Japon y las Indias Orientales y Occidentales. También hacemos transacciones á nombre del banco “New London & Brazillan, Limited,” válidas en el Brazil, Rio de la Plata, &c.

Nos hacemos cargo del cobro de cuentas y toda clase de operaciones bancarias.

D. A. McTAVISH, } Agentes.
H. STIKEMAN, }

IMPORTANCE OF MATRICULATION.

The attention of citizens of the United States residing in Mexico is called to the fact that the laws of Mexico require that all foreigners shall be matriculated at the Department for Foreign Affairs in order that they may have a recognized foreign nationality.

Application for matriculation papers should be made through the Consulate General at Mexico, and through the consular officials in other parts of the Republic. This is important in the event of any complications between individuals and the Government.

Not only is this important in relation to any complications, but it is absolutely necessary in order that a foreigner may have any standing in a court of justice in the Republic.

No act performed prior to the fact of matriculation can be remedied or benefited by subsequent matriculation. Hence the protection awarded by this law must be sought before any business is transacted by a foreign resident in the Republic.

Under Mexican law it is necessary that an agent should be appointed with two separate powers of attorney, issued in accordance with the formalities of Mexican law, who is a resident of Mexico, one with power to transact business, and the other to collect, and if necessary, to bring suit in a Mexican court for the claim that may result from any commercial contracts. Unless this is complied with, no contracts made by a foreigner who is not a resident of Mexico, and matriculated, can be enforced in a Mexican court.

Second, No judgment by default obtained in a foreign court will be recognized by Mexican courts, and in every case a trial must either be had in the foreign country, with the defendant, or his representative, in court before the execution can be issued from a Mexican court, or the trial must be held in the Mexican court, the case having been commenced by a representative who is a resident of Mexico and duly authorized by the foreign house, in which case only a judgment by default, or upon trial, can be legally had.

Third, Contracts made by commercial travelers for foreign houses not established in the Republic, or through commission merchants, unless duly authorized agents, can only be legally enforced by placing said claims in the hands of an agent duly authorized, who is a resident of Mexico.

HOW TO REACH MEXICO.

A direct route to the City of Mexico and points on the Mexican Central Railway, is via St. Louis, Texarkana and El Paso; to Monterey and points on the Mexican National Railway, via St. Louis and Laredo.

The Missouri Pacific Railway and Wabash, St. Louis & Pacific Railway, a system of railway embracing a mileage of 9,757 miles, under one management, run through sleeping-cars daily from New York and Boston to St. Louis, and from St. Louis to El Paso and Laredo.

Close connection is made at El Paso with the Mexican Central Railway, which runs through sleeping-cars to City of Mexico, and with Mexican National Railway, at Laredo, which runs through cars to Saltillo, thus enabling travelers from the seaboard, by these routes, to reach the City of Mexico and all points on the Mexican Central Railway as well as all points on the Mexican National Railway, with only two changes of cars.

Close connection is made at St. Louis with all Eastern Trunk Lines, which run through sleeping-cars to St. Louis such as the Pennsylvania Railroad from Philadelphia and New York, and the New York Central from New York.

Leave Grand Central Depot, New York and Jersey City, daily, 6.00 p.m.

“ Boston and Albany Depot, Boston (except Sundays). . . 3.00 “

“ Union Depot, St. Louis, for El Paso, daily 9.20 a.m.

“ “ “ “ Laredo, “ 8.30 “

Time from New York to Laredo, about 4 days.

“ “ “ “ El Paso, Texas, about 4½ “

“ “ “ “ City of Mexico, about 6½ “

“ “ “ “ Saltillo, about 4½ “

Fare, 1st class, New York to City of Mexico, about \$111.00

“ “ “ “ Laredo, about 55.20

“ “ “ “ El Paso, about 62.85

WELLS FARGO & CO., Carriers and Forwarders to all parts of the World.

PRINCIPAL OFFICES AND AGENTS.

Albuquerque, N. M., D. W. Cobb, cor. 2d and Gold Ave.
 Atchison, Kas., C. M. Parker, Union Depot.
 Boston, Mass., Homer Ashley, 241 Washington St.
 Bremen, Heinrich Becker, Correspondent.
 Chicago, Ill., O. W. Barrett, 72-78 Monroe St.
 Chihuahua, Mexico, A. B. Harvey, Constitution Casa del Sr. Malle.
 Cincinnati, O., J. H. Magill, 118 W. 4th St.
 Council Bluffs, Iowa, H. C. Beebe, Main and Broadway Sts.
 Denver, Colorado, S. A. Walker, 266 17th St.
 El Paso, Tex., M. B. Davis, San Francisco St.
 Fargo, Dak., Chas. S. Wilcox.
 Galveston, Tex., J. C. Stewart, cor. Tremont and Railroad Aves.
 Guaymas, Mex., A. Willard, cor. Calle Principal and Plaza del Muelle.
 Hamburg, Elkan & Co., 11 Holland Brook.
 Havre, Lherbette, Kane & Co., 9 Rue de la Bourse.
 Havre, Nor. Atlantic Express Co. 82 Rue d'Orleans.
 Helena, Mont., E. C. Richards.
 Honolulu, H. I., Wiseman & Ashley, 19 & 21 Merchant St.
 Houston, Tex., L. S. Cranford, 96 Congress St.
 Kansas City, Mo., E. L. Patch, N. W. cor. Fifth and Delaware Sts.
 Leon, Mex., W. Thompson.
 Lincoln, Neb., S. J. Roberts, 1020 O St.
 Liverpool, Elives & Allen, 17 Water St.
 London, Elives & Allen, 93 Cannon St.
 Los Angeles, Cal., Wm. Fridham, cor. Main and Court Sts.
 Mexico (City of), Jose Arce, 9 Calle de Santa Isabel.
 New Orleans, La., T. M. Wescoat, 18 & 20 Union St.
 New York, H. B. Parsons, 65 Broadway.
 Oakland, Cal., R. C. Gaskill, cor. Washington and 12th Sts.
 Ogden, Utah, W. P. Brennan, 4th St. n. Main.
 Omaha, Nebraska, Charles Sloan, 1102 Farnham St.
 Panama, Henry Ehrmann, Correspondent.
 Paris, Lherbette, Kane & Co., 19 Rue Scribe.
 Portland, Or., Ralph Welch, cor. 1st & A Sts.
 Pueblo, Col., Jno. L. Hopkins, 117 W. 4th St.
 Rome, Italy, A. Tombini, 6 & 7 Rue due Gani-baro.
 Sacramento, Cal., Felix Tracy, e. J & 2d Sts.
 St. Joseph, Mo., F. Worden, 120 S. 4th St.
 St. Louis, Mo., C. E. Rood, 501 N. 4th St.
 St. Paul, Minn., I. E. Atherton, cor. Wash-bash and 4th Sts.
 Salt Lake City, Utah, J. C. McCaddon, cor. Main and 2d South Sts.
 San Antonio, Tex., J. M. Nixon, 6 E. Commerce St.
 San Francisco, Cal., H. W. Titus, cor. Sans-sonne and Halleck Sts.
 San Jose, Cal., Elliott Reed, 268 First St.
 Sioux City, Iowa, R. H. Cox, 36 Pearl St.
 Stockton, Cal., Thos. V. Read, 182 Main St.
 Topeka, Kas., C. L. Traver, 102 Sixth Ave.
 Tucson, A. T., G. T. Martin, 12 Congress St.
 Vera Cruz, Mex., Chas. Trowbridge.
 Virginia, Nev., C. C. Pendergast, 69 & 71 South C St.
 Zacatecas, Mex., F. Montgomery.

Wells Fargo & Co. take pleasure in announcing that in addition to its extensive Express Service throughout the Pacific Coast and between New York and Europe, it has now in operation a Daily all Rail Express Line between the principal Cities of MEXICO and Kansas City, Mo., at which point close connections is made with the American, Adams and United States Express Companies, for all parts of the United States.

OFFICES OF WELLS FARGO & CO., IN MEXICO.

Aguas Calientes.	Fresnillo	Lagos.	Orizaba.	San Blas*
Ahoreado.	Esperanza	La Paz*	Ortiz.	San Juan del Rio.
Apaseo.	Guaje.	Leon	Pachuca	Santa Ana.
Apizaco.	Guanaajuato.	Lerdo.	Paso del Norte.	Santa Maria.
Calpulalpan	Guaymas.	Magdalena	Pesqueira.	Santa Rosalia.
Celaya	Hereules.	Manzanillo*	Polotitlan.	Silao.
Chico	Hermosillo.	Mapimi.	Puebla	Texeoco.
Chihuahua	Huehuetoca.	Marfil.	Queretaro.	Torres.
Cuautitlan	Irapuato.	Marques.	Querebabi.	Tula.
Danu	Irolo.	Mazatlan*	Rincon de Romos	Vera Cruz.
El Salto	Jimenez.	Mexico, (City of)	Salamanca.	Villalobos.
Encarnacion	Jimuleo	Nopala.	San Antonio.	Zacatecas.

SHIPPING DIRECTIONS.—In shipping goods by Wells Fargo & Co's Express across the line into Mexico, that country enforcing stringent Revenue Laws, too much care cannot be taken to secure an accurate Manifest and Custom House Clearance.

AN INVOICE, or detailed memorandum of the nature, value, quantity or number of articles contained in any given package, and their net and gross weight, is imperatively requisite from the shipper, and must be handed in when the goods are offered for shipment. The following instructions should be carefully complied with in every respect.

CUSTOM-HOUSE CLEARANCE.—INSTRUCTIONS.

1.—In filling out invoice, give net weight of each class of goods contained in the package, and the gross weight of the package. Also, give the VALUE of each article. 2.—Specify, in every case, the number of articles of each denomination in the package. 3.—Fully describe each article, specifying the SUBSTANCES of which it is composed. 4.—In shipments of unused fabrics—shawls, coverlets, blankets, carpets, etc.—specify, in addition to weight, the Length and Breadth of each piece. 5.—As no duty is exacted on used clothing, this class of shipments need not be particularized, but care must be taken not to include UNUSED garments. 6.—Other used personal baggage is free of duty, provided there is no excessive quantity. 7.—The keys of all locked packages must be forwarded with them, as all packages are opened and examined at the Custom-House. 8.—Goods should be packed in such a manner as to facilitate examination. 9.—The shipper will be held liable for fines, extra duties or any other reclamation made on the invoice by reason of alleged false or inaccurate representations, of whatsoever nature. 10.—While WELLS FARGO & Co. will exercise the greatest care, the shipper shall have no claim against them for damages to goods from careless handling in the Custom House. 11.—The Shipper must guarantee to WELLS FARGO & Co. all duties and charges.

☞ Mark consignments from the Eastern States care W. F. & Co. and deliver to the American, Adams or United States Express Companies, the employees of which will supply rates and any other information desired. ☞ See next page for European business.

WELLS FARGO & COMPANY, Carriers and Forwarders to All Parts of the World.

GOODS FORWARDED FOUR TIMES EACH WEEK

—FROM—

NEW YORK TO EUROPE, ASIA ^{AND} AFRICA, AT GREATLY REDUCED RATES.

GENERAL TARIFF FROM NEW YORK.

Including all Charges to Destination, except Duties, Entries and Stamps.

	Lbs. under 2	Lbs. 2 5	Lbs. 5 10	Lbs. 10 20	Lbs. 20 30	Lbs. 30 40	Lbs. 40 50	Lbs. 50 60	Lbs. 60 70	Lbs. 70 80	Lbs. 80 100	Lbs. 100 150	Marine Ins. per \$100
Great Britain —													
All points.....	75	1 00	1 50	2 50	3 50	4 00	4 50	5 00	5 50	6 00	7 00	1 00	
France—All points.....	1 00	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	12 00	1 00	
Germany, Saxony, Aus- tria, etc.—All points.....	1 00	1 50	2 00	3 00	3 75	4 50	5 00	6 00	6 50	7 00	7 50	1 00	
Switzerland and Italy—													
Aarau, Lucerne, Gene- va, Zurich and vicinity.....	2 00	2 50	3 50	5 00	6 50	8 00	9 50	10 50	11 50	12 50	15 00	1 50	
Florence, Genoa, Mi- lan, Venice and vic'y.....	2 00	3 00	4 00	6 00	7 50	9 00	10 50	12 00	13 50	15 00	18 00	1 50	
Naples, Brindisi, Rome and vicinity.....	2 50	4 00	5 50	8 00	10 00	12 00	14 00	16 00	18 00	20 00	24 00	1 50	
Belgium and Holland— All points.....	1 50	2 50	3 50	5 00	6 50	7 50	8 50	9 50	10 50	11 50	14 00	1 00	
Denmark, Norway, Swe- den, Poland & Russia—													
Copenhagen, Baroth, Hermanstadt & vic'y.....	2 00	3 00	4 00	6 00	8 00	9 50	11 00	12 50	14 00	15 50	18 00	1 50	
Cracow and Warsaw.....	2 50	3 00	4 50	7 00	9 50	11 50	13 50	15 50	17 50	20 00	25 00	1 50	
St. Petersburg, Mos- cow and vicinity.....	2 50	3 50	6 00	10 00	14 00	18 00	22 00	26 00	30 00	34 00	40 00	2 00	
Spain—All points.....	3 50	5 00	7 00	10 00	12 50	15 00	17 00	19 00	21 00	23 00	28 00	1 50	
Portugal—All points.....	2 50	3 50	4 50	6 00	7 00	8 00	9 00	10 00	11 00	12 00	14 00	1 50	
India—Singapore, Bag- dad, Bombay, Calcut- ta and Madras.....	3 50	4 50	5 50	8 00	11 00	14 00	16 50	19 00	22 00	24 00	28 00	3 00	
Mediterranean and Le- vant—													
Leghorn and Tunis ..	2 50	3 50	5 00	7 00	8 50	10 00	11 50	13 00	14 50	16 00	19 00	2 50	
Malta, Smyrna, Con- stantinople, Alexan- dria, Zante, Corfu and Galatz.....	3 00	4 00	5 50	7 50	9 50	11 50	13 50	15 00	16 50	18 00	22 00	2 50	
South America, etc.—													
Aspinwall & Panama.....	1 00	1 50	2 00	3 00	3 50	4 00	4 50	5 00	5 50	6 00	6 00	1 00	
Valparaiso, Callao, Rio de Janeiro, Monte Video and Buenos Ayres.....	5 00	5 00	5 50	7 00	8 00	9 00	10 00	11 00	12 00	13 00	15 00	2 50	

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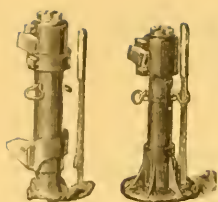
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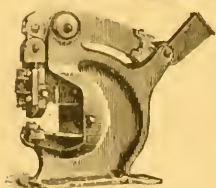
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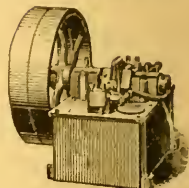
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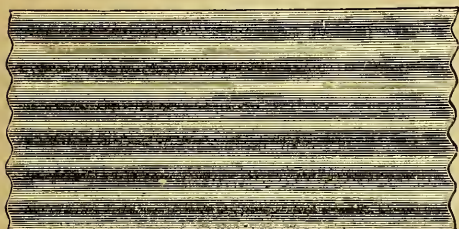
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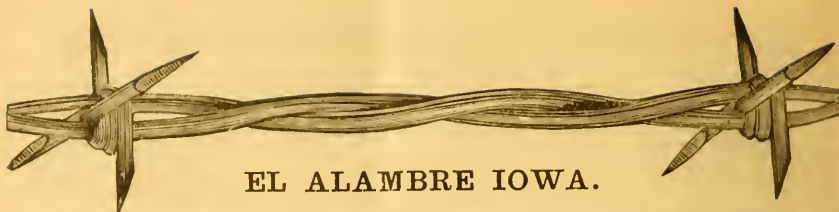
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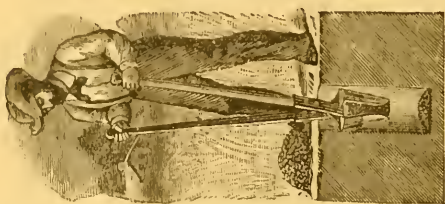
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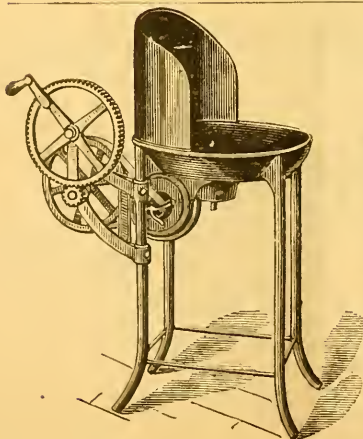
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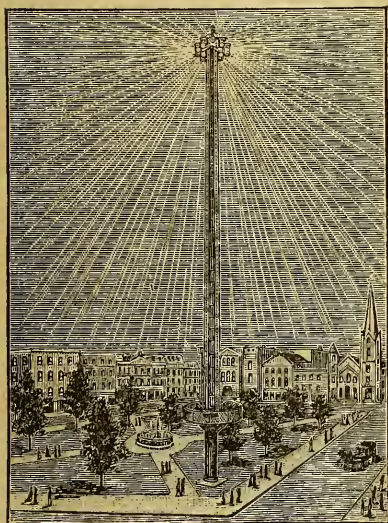
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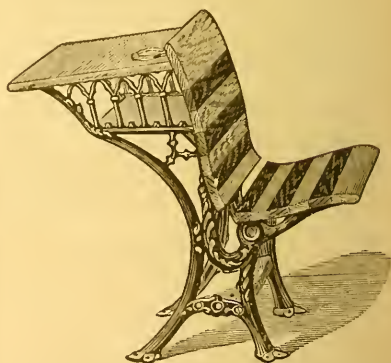
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